

IN THE DRAWINGS:

Please enter the proposed drawing changes in the attached Letter With Proposed Drawing Changes.

REMARKS

The Office Action mailed April 25, 2002 has been reviewed and carefully considered. Claims 1, 3, 4, 8, 10, 11, 15, and 16 have been amended. New claims 20-22 are added. Claims 1, 3-8, and 10-22 are pending in this application, with claims 1, 8, and 15 being the only independent claims. Reconsideration of the above-identified application, as herein amended and in view of the following remarks, is respectfully requested.

In the Office Action mailed April 25, 2002, the drawings are objected to. The Examiner states that the hub must be shown or the features canceled from the claims. A Letter With Proposed Drawing changed is attached hereto which schematically shows the hub 10. The hub 10 was referenced in the original application at page 6, line 14. It is respectfully submitted that those skilled in the art related to bicycle brakes would realize that the hub of the wheel is mounted in the position schematically shown in Fig. 1. In view of the amendments and remarks, it is respectfully requested that the objection to the drawings should now be withdrawn.

Claims 11, 3, 6-8, 10, 13-16, 18, and 19 stand rejected under 35 U.S.C. §102(b) as anticipated by German Patent Publication DE 195 36 157 (DE '157).

Claims 2, 4, 5, 9, 11, 12, and 17 were found to contain allowable subject matter and would be allowable if rewritten in independent form.

In view of the allowable subject matter, independent claim 1 has been amended to include the limitations of claim 2, for which allowability is indicated. Independent claim 8 has been amended to include the limitation of claim 9, for which allowability is indicated. Independent claim 15 has been amended to include the limitations of claim 2, for which allowability is indicated. In view of the above amendments, it is respectfully submitted that independent claims 1, 8, and 15 are allowable.

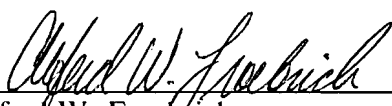
Dependent claims 3-7, 10-14, and 16-22, being dependent on independent claims 1, 8, and 15, are allowable for at least the same reasons.

New claims 20, 21, and 22 have been added and the specification has also been amended to improve the nomenclature. The recess 9 and guide 7 are rewritten as first and second guides, respectively.

The application is now deemed to be in condition for allowance and notice to that effect is solicited.

Respectfully submitted,

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AMENDMENTS TO THE SPECIFICATION AND CLAIMS SHOWING CHANGES

In the Specification:

Replace the paragraph starting on page 6, line 2, with the following amended paragraph:

--A braking device according to an embodiment of the present invention includes a brake carrier plate 1 and an extension arm 4 attached thereto. The extension arm 4 may be connected as an integral part of the brake carrier plate 1 or may be a separate part that is connected to the brake carrier plate 1 by any suitable connection such as bolts, screws, rivets, or welding. For the dissipation of brake reaction forces to a frame part 2, the extension arm 4 includes a [recess] first guide 9 which engages an adaptor 6 arranged on a fastening element 5 mounted on the frame part 2. The first guide [recess] 9 of the extension arm 4, which may comprise a recess, is joined to the fastening element 5 via the adaptor 6. The adaptor 6 includes a second guide 7 [in which the recess 9 fits] configured to engage the first guide 9 of the extension arm 4. The adaptor 6 may comprise a rotationally symmetrical part, which simplifies the arrangement of the guide 7 to the extent that it may comprise a simple groove which can be made by either a cutting or a non-cutting machining operation.--

In the Claims:

Cancel claims 2 and 9, without prejudice

Replace claims 1, 3, 4, 8, 10, 11, 15, and 16 with the following amended claims and add new claims 20-22 as follows:

1. (Amended) In a vehicle having a frame part and a wheel having a hub and an axle, the frame part having drop-out ends for receiving the axle of the hub and a fastening element connected to the frame part, a braking device comprising:

a brake carrier plate movable to a final mounting position relative to said vehicle frame part and being connectable to the hub;

an extension arm connected to said brake carrier plate; and

an adaptor arranged at said fastening element such that said extension arm connects with said adaptor as said brake carrier plate is moved into the final mounting position,

wherein the fastening element has two bores and is designed for receiving a caliper of disk brake, said adaptor being connected to said fastening element via at least one of the two bores.

3. (Amended) The braking device of claim [1] 20, wherein said [extension arm comprises] first guide is a recess [and said adaptor comprises a guide, wherein said recess engages] engageable in said second guide at a connection between said adaptor and said second guide during the mounting of the braking device to the final mounting position.

4. (Amended) The braking device of claim [2] 1, wherein said adaptor is arranged at the one of the two bores that is closer to the drop-out end of said frame part than the other of said two bores.

8. (Amended) A kit for retrofitting a braking device on a vehicle designed for receiving disk brakes, the vehicle having a frame part having drop-out ends and a fastening element, the vehicle further including a hub of a wheel having an axle, the braking device being connectable to the hub via the axle at the drop-out ends of the frame part, said kit comprising:

a brake carrier plate having an extension arm, said brake carrier plate being connectable to the hub via the axle at the drop-out ends of the frame part; and

an adaptor connectable to the fastening element on the frame part such that the extension arm connects with the adaptor for transmission of braking forces when the brake carrier plate is mounted with the hub and axle at the drop-out ends of the frame part,

wherein said kit is for retrofitting the braking device on a vehicle with a fastening element having two bores designed for receiving a disk brake caliper, said adaptor being connectable to the fastening element via at least one of the two bores.

10. (Amended) The kit of claim [8] 21, wherein said [extension arm comprises] first guide is a recess [and said adaptor comprises a guide, wherein said recess engages] engageable in said second guide at a connection between said adaptor and said second guide.

11. (Amended) The kit of claim [9] 8, wherein said adaptor is arranged at the one of the two bores that is closest to the drop-out end of the frame part.

15. (Amended) A braking device for a hub of a wheel in a vehicle having a frame part with drop-out ends and a fastening part, the hub having an axle, said braking device comprising:

a brake carrier plate having an extension arm, said brake carrier plate being connectable to the hub via the axle at the drop-out ends of the frame part; and

an adaptor connectable to the fastening element on the frame part such that the extension arm connects with the adaptor for transmission of braking forces when the brake carrier plate is mounted with the hub and axle at the drop-out ends of the frame part,

wherein the fastening element has two bores and is designed for receiving a caliper of a disk brake, said adaptor being connected to said fastening element by at least one of the two bores.

16. (Amended) The braking device of claim [15] 22, wherein said [extension arm comprises] first guide is a recess [and said adaptor comprises a guide, wherein said recess engages] engageable in said second guide at a connection between said adaptor and said second guide when said brake carrier plate being connectable to the hub via the axle at the drop-out ends of the frame part.